

VP Siim Kallas - European Parking
Association's Congress in Torino

Video message

14-16 September 2011

- Ladies and Gentlemen, I would like to start by thanking the organisers of this event for their kind invitation, which allows me to talk to you briefly about the need for sustainable and integrated urban mobility in Europe.
- Mobility and transport form important pillars for social and economic life in the European Union. A sustainable, reliable and safe transport system forms the basis for a competitive European economy and for growth and employment.
- The European Commission's *Action Plan on Urban Mobility*, adopted in September 2009, announced twenty initiatives on sustainable and integrated urban mobility in Europe. The urban dimension of transport is also an integral part of the *White Paper 'Roadmap to a Single European Transport Area'*, adopted in March of this year.
- We continue to implement the twenty initiatives of the Action Plan and we expect to put all these activities in place by 2012, so that Europe's towns and cities can benefit from them very soon.
- In both the Action Plan and the new Transport White Paper a lot of attention is paid to the need for an integrated approach to sustainable urban transport policies. The Commission therefore actively supports the development of Sustainable Urban Mobility Plans.
- As an example, a specific website, mobilityplans.eu, was launched in March 2011 to provide information on such plans and on related training and promotional activities in European cities.

- CIVITAS is another initiative through which the European Commission supports cities in delivering more sustainable, clean and energy efficient urban transport systems. Once projects have been negotiated following the recent CIVITAS call for proposals, the Commission will have provided since 2002 a total of €200 million grants to 64 cities across Europe to implement and evaluate innovative measures in the field of sustainable urban mobility, and to share their experience.
- Thus the Commission has helped cities to build the capacity to develop and implement Sustainable Urban Mobility plans.
- I believe that urban parking structures and policies are an essential part of these plans, as they contribute to the integration of land-use and urban planning with traffic and transport planning at an early stage. Through demand management policies and land-use planning, cities can optimize the use of the limited space available for vehicles.
- Adequate parking policy is necessary to reduce the use of cars in the centre of cities and parking fees can be used as an economic instrument regulating mobility demand.
- Future clean and energy efficient vehicles will require a different set of requirements for parking facilities, in terms of space, structure and supporting services.
- I regard parking areas as important interchange areas. By providing reliable information on parking facilities and options for onward travel using other modes, co-modality will be encouraged, combining efficient car use with public transport, bicycles and car sharing.
- Promoting viable modal choices will require greater integration of the modal networks: airports, ports, railway, metro and bus stations, waterways. Car hire facilities and parking areas should increasingly be integrated and conceived as multimodal connection platforms for passengers.

- Ladies and gentlemen, I wish you a fruitful conference with an interesting exchange of ideas on this topic and thank you very much for your attention.